

INVESTMENT CHOICES

City of Burlington
City Council Committee on Transportation, Energy & Utilities

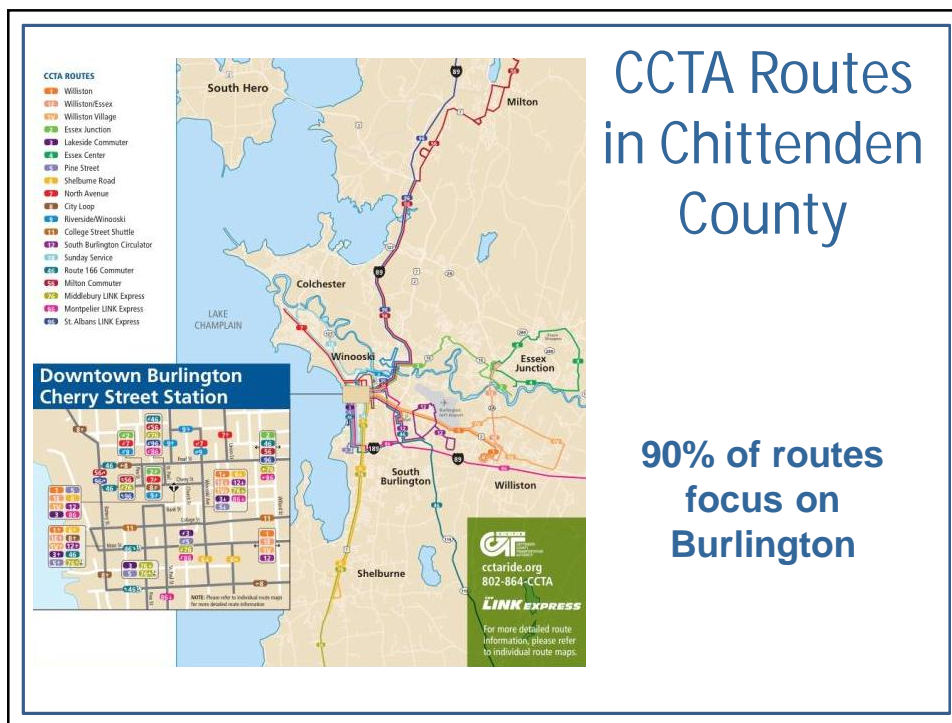
December 12th, 2012

Burlington and CCTA – A Perfect Fit

- ❖ The City and CCTA share many common goals:
 - Providing mobility – Commuters; choice riders; captive riders
 - Alleviating congestion
 - Reducing pollution
 - Lowering demand for parking in Burlington's downtown core
 - Keeping Downtown vital
- ❖ Downtown Burlington is the prime focus of CCTA's Transit System
 - Nearly 3,000 riders per day board in downtown
 - 2,100 riders board at Cherry Street
 - 90% of routes focus on Burlington
- ❖ Data show that 1,100 trips would be made by car to downtown each day if bus service was not available
 - Half would drive and park – increasing parking demand by 550 spaces
 - The other half would ride with a friend, some of whom would also park
- ❖ Most riders (57%) are traveling to or from work; 29% for shopping and personal business

CCTA's Regional Bus System

- Service in Chittenden County
 - 11 local routes serving:
Burlington, South Burlington, Winooski, Colchester, Essex, Shelburne, and Williston
 - 7 commuter routes
 - LINK Expresses: Montpelier, St. Albans, Middlebury
 - Commuters: Milton, Hinesburg, Williston Village, Lakeside
- Service operated as GMTA in five counties outside Chittenden county
 - Franklin, Grand Isle, Washington, Lamoille, and parts of Orange County
- CCTA and GMTA serve 8 of 14 VT Counties

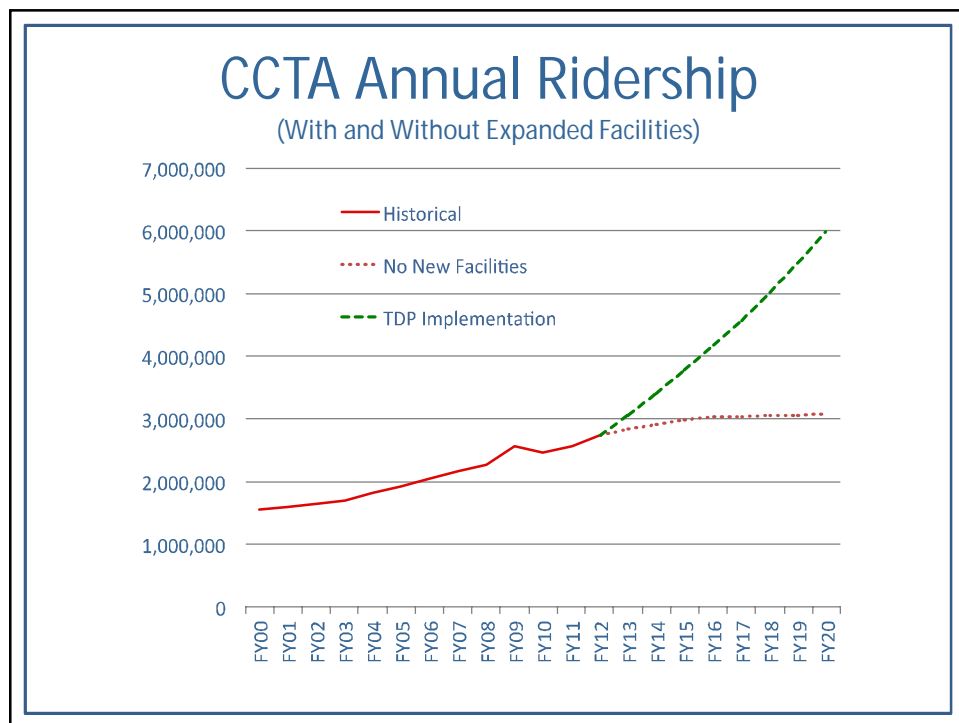
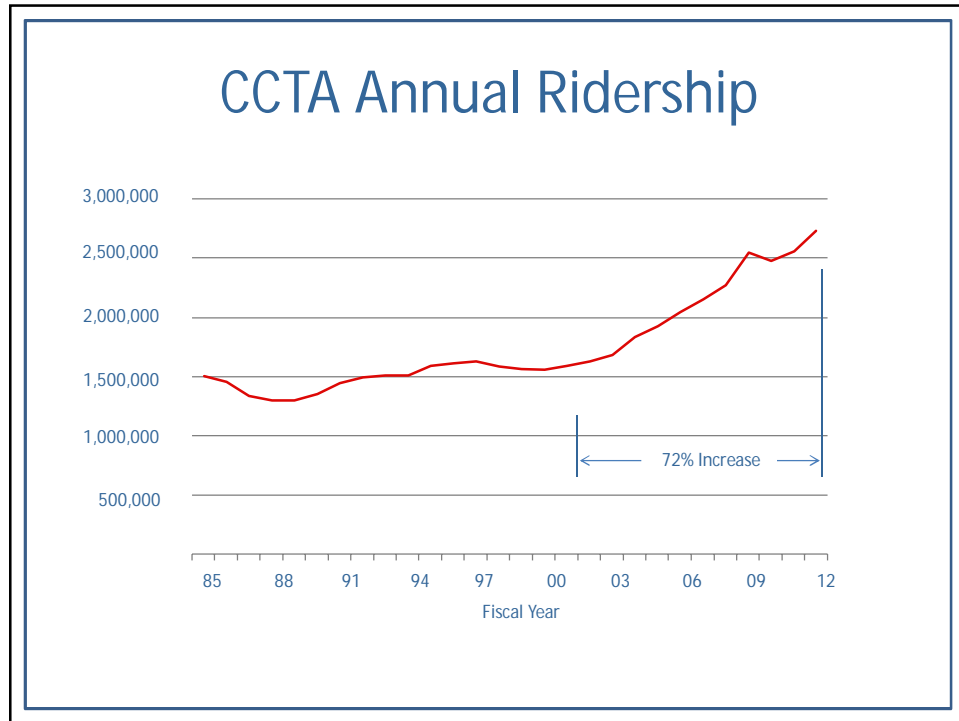


CCTA System Expansion

- 2003: Montpelier LINK
- 2004: Middlebury LINK
- 2005: St. Albans LINK
- 2006: Montpelier LINK expanded service
- 2008: 15-min peak service on Essex route, Montpelier Link expanded service
- 2009: Montpelier Link expanded service
- 2010: Milton Commuter (6 round-trips); 15-minute peak service on Williston route; Williston Village Commuter; Montpelier Link expanded service
- 2012: Montpelier Link expanded service; Hinesburg Commuter; 15-min peak service on Pine Street
- 2013 (projected): Jericho/Underhill Commuter; Williston Village expansion, Colchester expansion

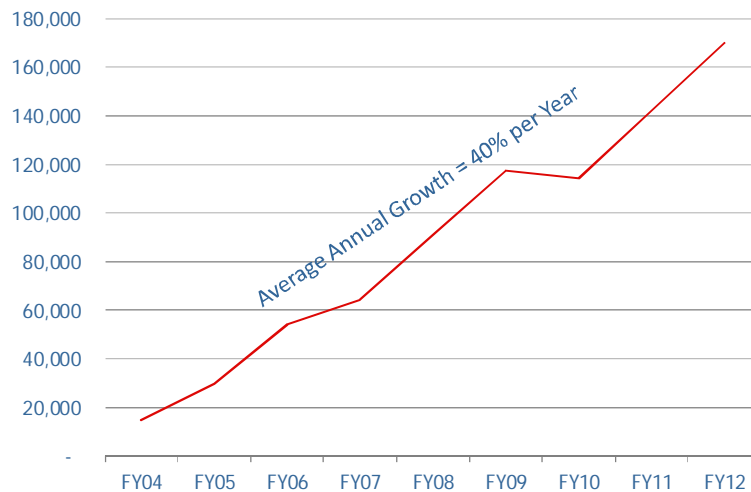
Vehicles and Ridership

- Peak vehicle requirement
 - 2002: 35 buses
 - 2012: 50 buses - 43% increase from '02 to '12
- Ridership increased 72% from '02 to '12 - more than 5% per year



LINK Ridership

(Annual Ridership FY04 to FY12)



Commuter Shuttle Service

- Demand for parking shuttles stagnated while longer-distance services have grown
- CCTA operated two PARC shuttle routes: (15-minute service from 5:00 AM to 9:00 PM)
 - North shuttle from Elks Club in New North End
 - Started in 2002; ended in 2003 due to poor ridership
 - South shuttle from Gilbane lot
 - Started in 1996; ended in 2012 due to poor ridership and City's termination of lease on parking area
- 2003 CCTA began CATMA shuttle from Gilbane lot to UVM/FAHC; ended in 2009 due to poor ridership and loss of CATMA sponsorship
- UVM and FAHC opened parking garages (2,600 car capacity) in 2005, undercutting PARC shuttle
- Champlain College began private shuttle from Gilbane to Champlain when CATMA route was terminated

Funding Earmark

- \$2.4 million earmark (2004) for construction of South End Transportation Center at Gilbane lot
 - Parking structure plus indoor waiting facilities
 - Original intent was to support increased service for CATMA and PARC shuttles and to reduce demand for downtown and Hill parking
 - No longer any valid rationale for South End Transportation Center
 - Earmark likely to disappear if not used soon

CCTA Facility Needs

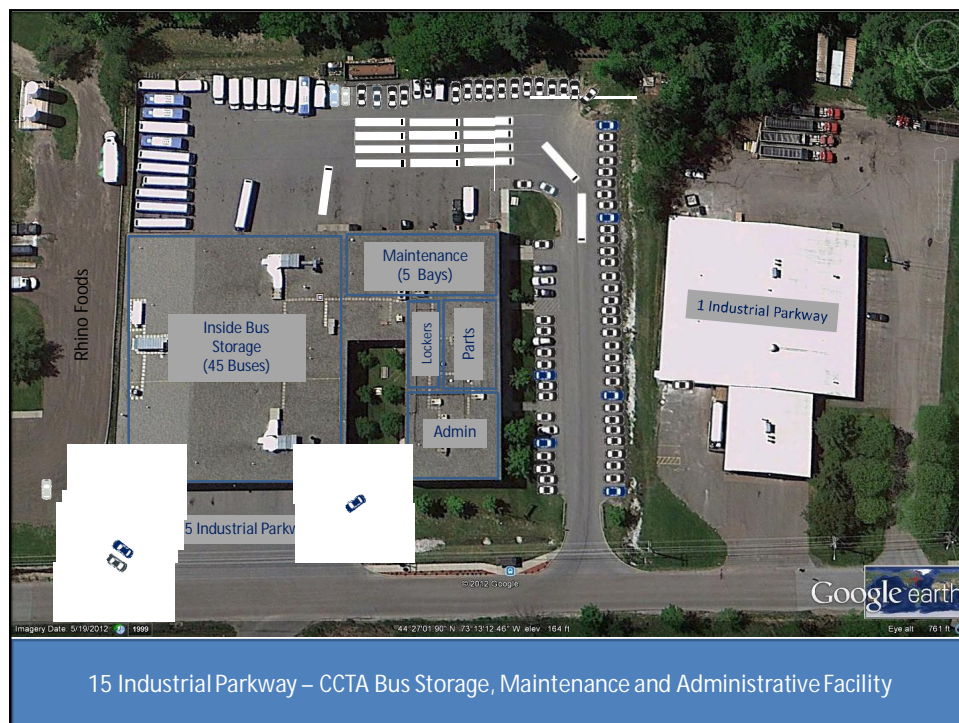
- CCTA's Industrial Parkway facility is stretched to its limits
 - Expanded in 2005, 2008, and 2011 to accommodate system growth, but now maxed out
 - No space for additional bus storage – inside or out
 - No space for additional maintenance bays
 - No space for additional spare parts/tire storage
 - No space for additional bus driver parking
- Opportunity for expansion at adjacent site
 - Provides space needed for growth
 - Could accommodate use of alternative fuel
 - Greener and more sustainable
 - More predictable/lower costs

CCTA Transit Development Plan

10-Year Plan Focused on Growth

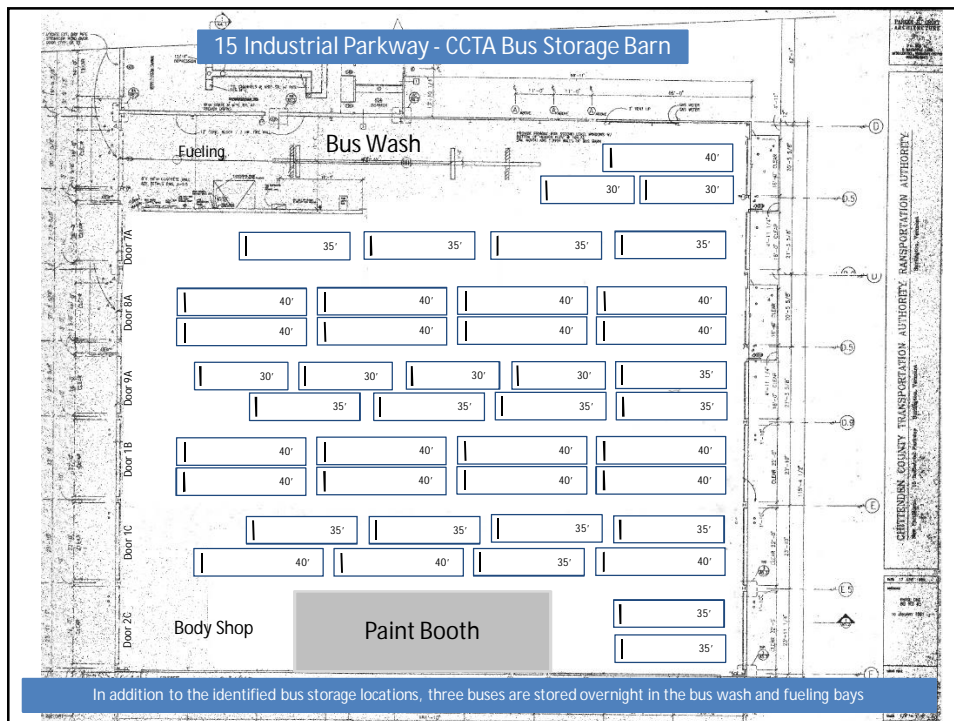
(Approved by the CCTA Board in September 2010)

- Major initiatives
 - 15-minute peak service on all major corridors in Burlington
 - North Avenue, Shelburne Road
 - More commuter express service to Burlington from
 - Colchester, Cambridge, Waterbury, Grand Isle
- Implementation of TDP requires additional capacity:
 - More room to house additional buses
 - More room to maintain larger bus fleet
 - More room to store additional spare parts/tires
 - More room for additional drivers to park their cars





Buses staging for evening fueling and washing

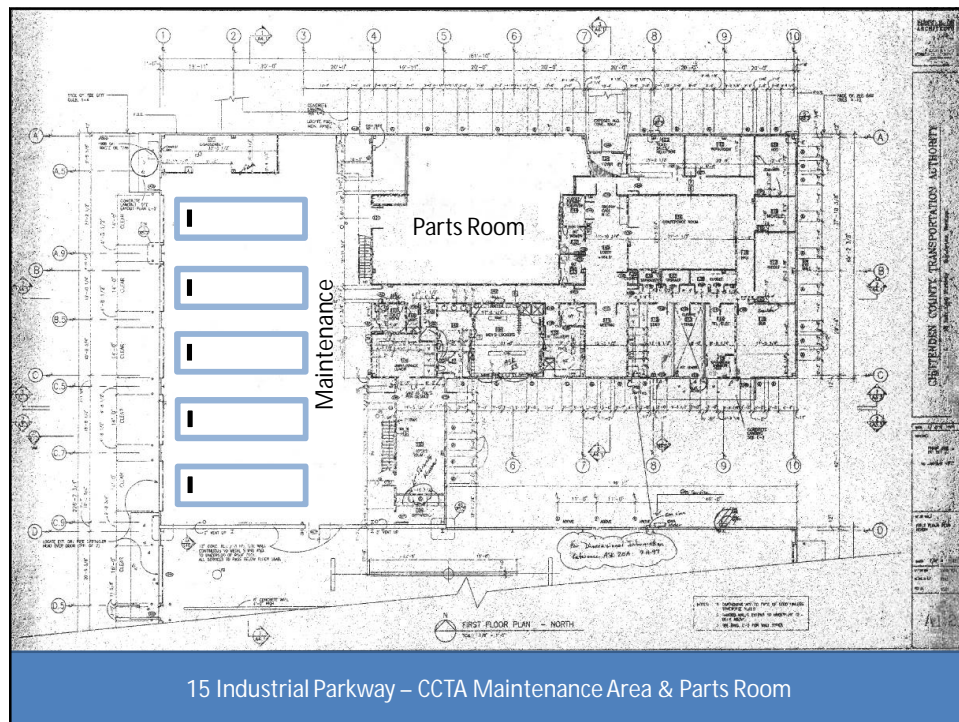




45 buses are stored inside the bus barn each evening – every inch of space is used



Typically, fourteen regular buses and several cutaways are stored outside overnight



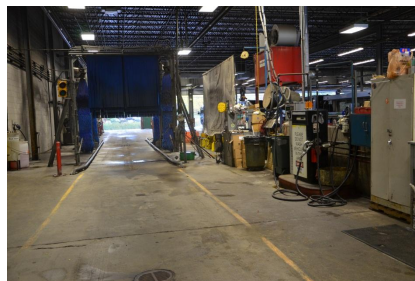
- Only five maintenance bays for more than 60 vehicles
- Maintenance is performed on weekdays from 6:00 AM until after Midnight; Saturday from 6:00 AM to 6:00 PM
- very limited opportunity to increase utilization of maintenance bays

Parts Room was doubled in size last year and it is now overflowing

Tire storage is a major challenge



Fueling and Bus Wash



- Only one fueling station
- Only one bus wash bay
- Fuel and wash 50 - 60 buses per night between 5:00 PM and 1 AM – takes an average of 8 minutes per bus

Parking
Need space for
drivers,
maintenance
and other staff
to park.



Peak Parking Requirements

- 50 Bus Drivers
- 16 Maintenance Staff
- 31 other CCTA/GMTA staff
- Total peak parking demand = 97
- Designated spaces available = 62
- Current short-fall = 35 spaces

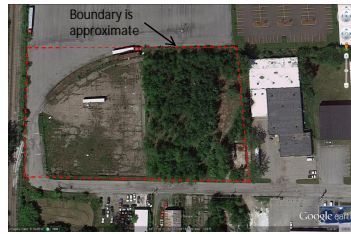


Six cars park on apron

Summary

- No market for close-in parking/shuttles
- Longer-distance commuter express services showing robust growth
- No longer any valid rationale for South End Transit Center
- \$2.4 million earmark likely to disappear soon if not used
- CCTA needs additional capacity at maintenance/bus storage facility or growth cannot take place
- Expansion site is available now -- on open market

Site of
Proposed
South End
Intercept
Parking Facility



Champlain
Parkway
Alignment

